

**AMENDMENTS TO THE CLAIMS**

Without prejudice, this listing of claims will replace all prior versions and listings of claims in the application.

**LISTING OF CLAIMS**

- 1-10. (Canceled).
11. (Currently Amended) A method for triggering restraint devices, in which at least one collision-indicating signal is generated, the method comprising:
- from a moment that a collision is detected, specifying temporally defined crash phases; for every crash phase, a crash type and a crash severity being determined from the signal; and
  - triggering appropriate ones of the restraint devices as a function of ~~at least one~~ of the crash severity and the crash type.
12. (Previously Presented) The method of claim 11, wherein the crash phases are defined as a function of the vehicle type.
13. (Previously Presented) The method of claim 11, wherein the crash type is determined for every crash phase and for different possible crash types, the at least one signal is analyzed, and results of the analyses are combined with one another to determine the crash type.
14. (Previously Presented) The method of claim 13, wherein, to determine the crash severity, at least one algorithm is selected as a function of the crash type, and results from the at least one algorithm are used to determine the crash severity.
15. (Previously Presented) The method of claim 11, wherein, from the at least one signal, a plausibility signal is derived and used to check the triggering.
16. (Previously Presented) The method of claim 11, wherein, for different collision sensors in the vehicle, the crash type and the crash severity are in each case determined

separately for a respective crash phase, and the crash types and crash severities determined in this manner are in each case combined for use with the triggering.

17. (Previously Presented) The method of claim 16, wherein, for the combining, the respective crash types and crash severities determined for the different collision sensors are evaluated as a function of at least one of the relevant crash type, the relevant crash severity and the relevant collision sensor.

18. (Previously Presented) The method of claim 17, wherein the evaluation is performed continuously.

19. (Previously Presented) The method of claim 17, wherein the evaluation is performed with specific thresholds.

20. (Currently Amended) An apparatus for triggering restraint devices, in which at least one collision-indicating signal is generated, comprising:

a specifying arrangement in which, from a moment that a collision is detected, to specify temporally defined crash phases; for every crash phase, a crash type and a crash severity being determined from the signal; and

a triggering arrangement to trigger appropriate ones of the restraint devices as a function of ~~at least one of~~ the crash severity and the crash type.

21. (New) The apparatus of claim 20, wherein the crash phases are defined as a function of the vehicle type.

22. (New) The apparatus of claim 20, wherein the crash type is determined for every crash phase and for different possible crash types, the at least one signal is analyzed, and results of the analyses are combined with one another to determine the crash type.

23. (New) The apparatus of claim 22, wherein, to determine the crash severity, at least one algorithm is selected as a function of the crash type, and results from the at least one algorithm are used to determine the crash severity.

24. (New) The apparatus of claim 20, wherein, from the at least one signal, a plausibility signal is derived and used to check the triggering.

25. (New) The apparatus of claim 20, wherein, for different collision sensors in the vehicle, the crash type and the crash severity are in each case determined separately for a respective crash phase, and the crash types and crash severities determined in this manner are in each case combined for use with the triggering.

26. (New) The apparatus of claim 25, wherein, for the combining, the respective crash types and crash severities determined for the different collision sensors are evaluated as a function of at least one of the relevant crash type, the relevant crash severity and the relevant collision sensor.

27. (New) The apparatus of claim 26, wherein the evaluation is performed continuously.

28. (New) The apparatus of claim 26, wherein the evaluation is performed with specific thresholds.